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HONGKONG, SATURDAY, JANUARY 19, 1901.

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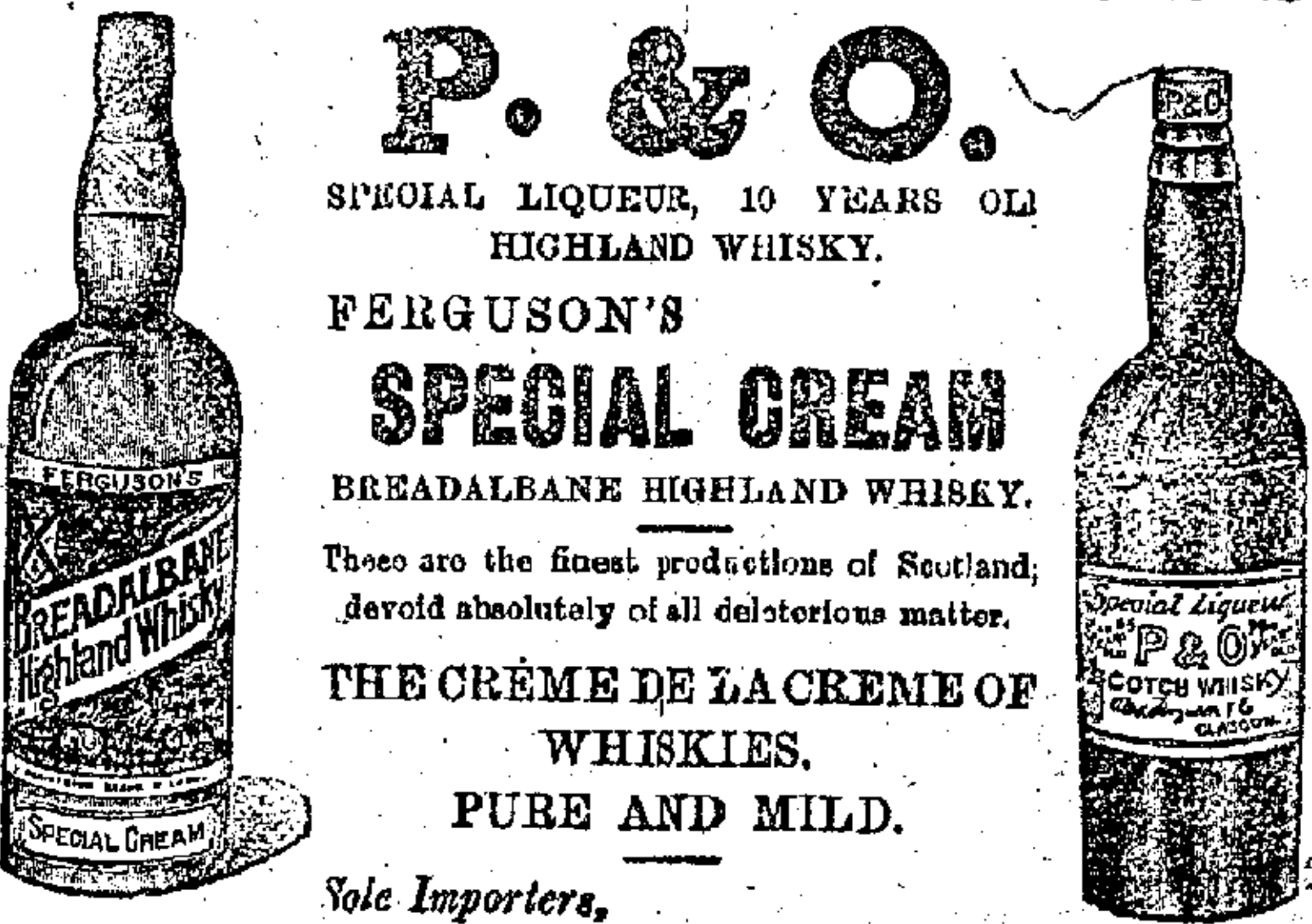
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Island Ticket,

DISSEMINATION OF PLAGUE BY RATS.

Memorandum by Professor W. J. Simpson.

We propose in this and future issues to reproduce the following memorandum on the influence of rats in the dissemination of plague, published by the Colonial Office and written by Professor W. J. Simpson, M.D., F.R.C.P., Lecturer on the Hygiene of the Tropics, London School of Tropical Medicine.

1. The dissemination of the rat as a powerful means of preventing plague in a country threatened with plague, or as a means of lessening the extent of the spread of the disease, may be claimed as a new practice recommended on the basis of what is now known concerning the important role which the rat plays in the propagation of plague. This knowledge is not altogether new though it has had to be ascertained, having been forgotten in the long interval which has elapsed since the last great epidemics of plague. In its fresh acquisition in recent epidemics much more has been learnt than was previously known, and the new information is of the highest practical importance.

THE CONNECTION BETWEEN PLAGUE AND RATS.

2. The Philippines, and other places, recognized a relationship between mice and plague, for, when their towns were attacked by the disease, it is recorded that they made prophylactic offerings to their gods of images of their babies, and of the mice that marred their food. The connection between the connection between rat mortality and plague, for in some of the islands, written more than 800 years ago, they were instructed to leave their dwellings immediately they noticed a mortality among the rats. The inhabitants of the Gual and Kanawon regions on the Himalayas, where plague is endemic, put this advice into practice at the present time whenever plague breaks out among them. They know well the meaning of an unusual mortality among rats, and on this becoming noticeable they leave the village and betake themselves to the hills. Dr. Planch, Francis, Pearson, Hutchinson, and Thompson, in their investigations of the plague, or Mahanjar, in the Punjab, have noticed the connection between the mortality of the rats, which they point out as preceding the outbreak of plague among the human beings. Dr. Francis says, "A striking feature in connection with an outbreak of mahanjar was the death in the first instance of the rat." In Syria, also, the mortality among rats was well known to be the accompaniment of plague.

CHINA.

3. In Yunnan, another centre of plague in which the disease has been endemic for at least 50 years, it is to be gathered from the reports of French Vice Consuls and of M. Ruchon, now the French Consul in Liverpool, who visited Yunnan in 1870, that the Chinese inhabitants are acquainted with the rat mortality preceding outbreaks of plague. The rats, it is stated, are first attacked, and when they sicken they leave their holes in troops, slobbering all over each other, and drop down dead. From the fact of the rat mortality preceding the plague, the Chinese hold that plague is a rat disease. In Canton, in 1894, no fewer than 22,000 dead rats were buried outside one of the principal gates of the town by Chinese officials at the commencement of an epidemic of plague which destroyed 89,000 of the inhabitants.

It was further observed in this epidemic that when plague continued for some time in a district the rats disappeared, while in the districts where the mortality among the rats began to increase there the plague also extended.

THE HONGKONG EPIDEMIC.

4. Rat mortality and plague again showed themselves together in the epidemic at Hongkong in 1894. Hitherto the connection between them was founded only on the frequency with which they had been observed preceding or accompanying one another, and the relation in each case through the united opinion of the epidemic areas, had never been absolutely proved. Now, however, by the discovery of the plague bacillus in man, and the observations and experiments which the discovery has enabled to be made, Kilmartin and Yersin were able to establish that mice and rats could be infected with the plague bacillus, causing in them a similar disease to plague in man, the principal lesions being in the internal organs, and that when this disease was produced in rats and mice the glands and organs contained the bacillus in extraordinary numbers.

5. The importance of these facts, in conjunction with the often-repeated history of rat mortality and plague, is immense, especially in regard to its practical bearing on the prevention of plague. It is a matter of great concern that the importance is not sufficiently realized to be put into practice everywhere, even at the present day. It was not realized in the early days of the plague in Bombay in 1896, for when attention was called to the enormous number of dead rats it was ascertained that for more than a month previous to the outbreak in Mandrie rats had been observed to have been dying in unusual numbers. Dr. Surve found the plague bacillus in the rats found dead in large numbers in the grain depots, streets and drains of the city, and proved by the cultural tests to which he subjected the bacillus that it was the same as the plague bacillus in man.

Later in the year certain cases of plague appeared in Calcutta, and in a grain depot with business relations with Bombay rats began to die. They vomited themselves in the same way as recorded in those localities where the unusual occurrence had proved to be the precursor of plague. They left their usual hiding places and came out into the open in great numbers. They were very ill, and in a dazed or stupor condition, their eyes were watery and heavy, their ears partially deprived of hair, and they hobbled about with difficulty, staggering and falling over one another. They had lost their timidity for men in their evident desire for fresh air, and they failed in energy even to attempt to escape when approached. The sick and the dead were heaped together in one day 400 dead were found. Sick rats killed and exposed had their glands in the groin axilla or neck enlarged, congested and agglutinated together, their internal organs congested, and their spleen and liver enlarged and full of plague bacilli.

Proving by the occurrences in Hongkong and Bombay, it was determined to make strenuous efforts to stamp out the rat plague, which appeared only to be the precursor of human plague. For this purpose the floors were taken up, the rats were killed, and the floors and runs were flooded with caustic soda, with the result that the epidemic among the rats, whose mortality

had mounted up to 120 a day, was arrested. Similar treatment of some of the adjacent houses to which rats had migrated put an end to the epidemic, and no cases of plague occurred in that locality.

THE BOMBAY EPIDEMIC.

6. During the first epidemic of plague in Bombay, some very important observations were made bearing on the influence of the rat, as an agent in the propagation of plague. It was noticed that the infection was limited in epidemic form for a long time to the first locality affected, notwithstanding that there was a great exodus of the inhabitants from the infected centre to other districts of the town. This could not be explained by supposing that all who fled were healthy people, for some of the refugees died from plague immediately they reached the districts. It was further observed that the infection did not follow the line of the greatest migration of the inhabitants, but closely corresponded with the migration of and mortality among the rats. Whenever there was a mortality among the rats in one of the districts it was a sure precursor of plague, and until the mortality of rats occurred the district was comparatively free of plague. This mortality of rats usually began in the warehouses and grain depots which had business with each other, and from there it spread to the workmen in those warehouses and grain depots. Similar facts were noticed also in the jails. The jail which kept free from a rat mortality was also free from plague, but the jail in which the rats began to die was soon afterwards a plague-infected building with its prisoners attacked by plague, and this occurred though the jail was exceedingly clean and in a good sanitary condition. In houses also the mortality of rats preceded the occurrence of plague among the inmates was a frequent and notable fact. Indeed, the connection between the appearance of dead rats in a house, and the likelihood of the inhabitants being subsequently attacked by plague, became so thoroughly understood that after the more intelligent of the inhabitants gave notice to the Health Department immediately a dead rat was found on the premises in order that the department might take preventive measures. Dr. Watt, the Health Officer, in his reports on the plague in Bombay, says: "As the epidemic proceeded people became alarmed in regard to the danger indicated by dead rats, and they commenced to write to us the following strain in this letter: 'In the house I am living in, and as I am afraid it is infected with plague, I want to vacate it temporarily and live in some sheds,' and the letter finishes with a request to occupy some municipal land." This intimate relationship between the mortality of rats and the propagation of plague was observed not only in Bombay, but in many parts of the Bombay Presidency.

Migration of rats was also observed. Healthy rats in an infected district seem to understand the danger to which they are subjected, and will move away from the locality. The rats migration constitutes a danger to other districts. Dr. Watt observed that migration into a new district, some time before sickness or mortality was noticed among the rats.

One of many examples is the following:—At a residence in a large garden on Baitia Hill, near Bombay, rats were seen in the house or garden till the 21st of January, 1897. About this time the garden and house were invaded with rats, and shortly after some of them died, others were killed by cats, and these became afterwards ill. Ten days after, one of the servants of the house died, and he had been to Bombay for weeks, became ill and died of plague.

THE PROBABLE MODES OF INFECTION FROM RAT TO MAN.

7. The manner of infection from rat to man has been experimentally shown to be produced by inoculating healthy rats with plague bacilli, by smearing their nostrils with plague bacilli, by feeding them on food contaminated with plague bacilli, or on organs of a rat which has died of plague, and by keeping them in the same cage as a sick rat, or dead rat. There are in an infected house articles or objects soiled by plague patients or by sick rats to infect healthy rats. As soon as several rats are affected with plague it is only a matter of time before the disease assumes epidemic form among them. This epidemic form of plague can only be stopped in its early stages by killing and afterwards destroying the rats.

The rat also appears to be more easily infected at times than man. In 1890, a man from Bombay, whose wife had died of plague, brought her clothes home to his village, which had hitherto been quite free from plague. In a short time the rats in this man's house began to sicken and die, and after which the inmates were attacked with plague and died. The man himself was not being attacked until five of his relatives were affected.

THE MODES OF INFECTION FROM RAT TO MAN.

8. The precise mode by which the rat infects man is not as yet clear, but it has been observed in propagating the disease. There have been cases in which the sick rat has bitten man and plague has followed, but instances of this kind are rare. There are other instances in which man engaged in removing rats dead of plague have been infected, and the rats themselves have been infected in the same building not engaged in these operations have remained free, indicating that the infection from the rats is not in the air.

Hankin records a case of this kind in a mill in which there were several thousand workmen. Rats were noticed to die in large numbers. 20 coolies were employed to remove the dead rats, out of the 20 no fewer than 15 were attacked by plague, while the rest of the workmen and others in the building remained healthy.

Simonds also records an example of rat infection in two women, caused by handling dead rats. The inhabitants of a village in the Punjab were turned out of their village and placed in camp because of a commencing mortality among rats. While in camp two women were permitted to visit their homes, and found on the floor of their home some dead rats; these they picked up and threw into the street, they returned to camp and a few days later they were attacked with plague.

Two explanations are advanced as to the method of infection. One is that the plague bacillus in the rat infects man through wounds or scratches on the hands or feet. The other is that the flea which infests rats, and which have been found to contain plague bacilli, convey the infection to man, as well as healthy rats. It has been observed that rats die only a few hours after being more dangerous than those which have been dead some time and are quite cold, and it is surmised that this is because, in the recent death the fleas are still on the body, and the fleas which have been left for a few hours after the parasites have left its body. It has been conjectured that fleas from dead rats may be the means of spreading plague to an adjoining house, even when the first infected house has been evacuated by its inhabitants, when steps have not been taken to dispose of any dead rats in the house, and proper measures of cleaning and disinfection are not undertaken. Without overlooking the fact that it is impossible to remove their possibility and to leave no precaution taken which may serve to lessen the spread of the disease by rats or diminish the risk of danger from them.

(To be Continued.)

Intimations.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 21st day of January, 1901, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

RESOLUTIONS.

1.—That the following Article be inserted after Article 6, namely:—The Directors may issue Certificates for fractional Shares, and provide for the exchange of such fractional Shares for whole Shares or number of Shares, or for Certificates of a whole Share or Shares.

2.—That in Article 11 the figures "1,000" be substituted for the figures "1,000" in the words "fully paid up Shares of \$125 each, be subdivided into 31,250 fully paid up Shares of \$4 each."

3.—That in Article 47 the figures "100 0" be substituted for the figures "25 0."

4.—That in Article 53 the words "Four Thousand" be substituted for the words "One Thousand."

5.—That in Article 62 the words "for every complete additional number of Forty Shares" be substituted for the words "for every complete additional number of Ten Shares."

6.—That in Article 71 the words "more than twelve or less than six" be substituted for the words "more than nine or less than four."

7.—That in Article 73 the words "two hundred" be substituted for the words "four hundred."

8.—That in Article 98 the words "and 'dividend' be substituted for the word 'dividend'."

9.—That in Article 98 the words "and 'dividend' be substituted for the word 'dividend'."

10.—That in Article 98 the words "and 'dividend' be substituted for the word 'dividend'."

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Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 24th January, 1901, at 11 30 o'clock a.m., for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 14th January, to THURSDAY, the 24th January (both days inclusive), during which period NO TRANSFER of SHARES can be Registered.

By Order of the Board of Directors,
A. SHELTON HODGER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents, West Point Building Co., Ltd.,
Hongkong, January 4, 1901.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 24th January, 1901, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

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By Order of the Board of Directors,
A. SHELTON HODGER,
Secretary,
Hongkong, January 4, 1901.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 21st day of January, 1901, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1900.

RESOLUTIONS.

1.—That out of the profits at Reserve Fund amounting to \$300,000 and out of the sum of \$27,500 representing undivided profits, the Directors do hereby give to every Shareholder a bonus of one penny for every Share in respect of the year ending 31st December, 1900.

2.—That the said bonus shall be paid to every Shareholder in respect of the year ending 31st December, 1900, at the option, expressed in writing, of the Shareholder, payable to the Shareholder in respect of the year ending 31st December, 1900, at the option, expressed in writing, of the Shareholder.

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Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship PERLA, Captain R. W. ARNOLD, will be despatched above on MONDAY, the 21st inst., at 6.

Attention of Passengers is directed to excellent Accommodation provided on board. She is fitted throughout with Electric Light and is supplied with heating stoves.

Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, January 18, 1901.

STRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, HAMBURG, KATZEL, ADE, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the above ports, and call at HONGKONG, GUANG, RICE SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship MARIA VALERIE, Captain BENNETT, will be despatched above on TUESDAY, the 24th inst., at 10.

Silk and Valerian are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Hongkong, January 17, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

In connection with the OREGON RAILROAD AND NAVIGATION COMPANY.

Proposed sailing from HONGKONG TO PORTLAND (OR), and SAN FRANCISCO, via INLAND SEA OF JAPAN, KOREA and YOKOHAMA, taking cargo to JAPAN PORTS, the UNITED STATES and CANADA.

THE Steamship ADATO.

2145 Tons, Captain McIntyre. This Steamship will be despatched on TUESDAY, the 25th inst., for PORTLAND (OR), and other Japan ports, to be followed by S. S. MONTICELLI, on the 10th February.

Through Bills of Lading issued to any point in the United States and CANADA. Cargo will be received on board until 4 p.m. the day previous to sailing. Parcels will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full.

Value of same is required. Consular Invoices, to accompany Cargo, destined to points beyond PORTLAND, (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland, (Or.)

For further information as to Freight, Rates, etc., apply to ARNOLD, KARBERS & Co., Agents, Hongkong, January 12, 1901.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from HONGKONG: On Tuesday, Jan. 20, at Noon, On Saturday, Feb. 23, at Noon, On Tuesday, March 19, at Noon.

THE Co's Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building, Hongkong, January 7, 1901.

THE OSAKA SHOSHEN KAISHA, LTD.

FOR FOOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship AKASHI MARU, Captain K. SUZUKI, will be despatched for the above ports on WEDNESDAY, the 30th inst.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents, Hongkong, January 18, 1901.

Shipping.

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from HONGKONG: On Tuesday, Jan. 22, at Noon, On Tuesday, March 12, at Noon.

THE U. S. S. City of Rio de Janeiro will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd inst., at Noon, taking Freight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Passengers holding orders FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, December 4, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed sailings from HONGKONG: On Thursday, Feb. 7, at Noon, On Saturday, March 2, at Noon, On Thursday, March 28, at Noon.

THE Twin-Screw Steamship AM. RITA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Passengers holding orders FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, January 7, 1901.

THE OSAKA SHOSHEN KAISHA, LTD.

FOR FOOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship AKASHI MARU, Captain K. SUZUKI, will be despatched for the above ports on WEDNESDAY, the 30th inst.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents, Hongkong, January 18, 1901.

Shipping.

THE OSAKA SHOSHEN KAISHA, LTD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship DAIJIN MARU, Captain T. OZAKI, will be despatched for the above ports on SUNDAY, the 20th inst., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, January 14, 1901.

-BEN- LINE OF STEAMERS.

FOR MANILA.

THE Steamship BENLAWERS, Captain W. W. BROWN, will be despatched above on MONDAY, the 21st inst.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, January 17, 1901.

FOR SHANGHAI.

THE Steamship PEIYANG, Captain KOHLER, will be despatched for the above Port on MONDAY, the 21st inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to SIMMONS & Co., Hongkong, January 18, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship YUKSANG, Captain ROSE, will be despatched above on TUESDAY, the 22nd inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, January 18, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KORE.

THE Company's Steamship MURAVIA, Captain CATARINI, will leave for the above places on WEDNESDAY, the 23rd inst., at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Hongkong, January 18, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship ANPING MARU, Captain S. ARNOLD, will be despatched for the above ports on WEDNESDAY, the 23rd inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents, Hongkong, January 9, 1901.

-SHURE- LINE OF STEAMERS.

FOR KIOCHIAU.

THE Company's Steamship MERIONETHSHIRE, Captain COMMANDEUR, will be despatched for the above Port on MONDAY, the 21st inst., at 5 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents, Hongkong, January 18, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship YAWATA MARU, 3,820 Tons, Captain A. E. MOSS, will be despatched for the above Port on FRIDAY, the 25th inst., at 4 p.m.

This Mail Steamer is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Medical Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager, Hongkong, January 17, 1901.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADE, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PENINSULAR, Capt. T. LEIGH, carrying Her Majesty's Mails, will be despatched from this Port on SATURDAY, the 2nd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valerian, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles for London; other cargo for London, etc., will be conveyed by P.M. without Transshipment.

Parcels received at this Office until 4 p.m. the day before sailing. The value of all packages are entered.

Particulars requested to the Agents and conditions of the Company's Bills of Lading.

For further information, apply to A. M. MARSHALL, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, January 18, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR LONDON, &c., Peninsular, T. LEIGH, Noon, 2nd Feb. SHANGHAI, Peninsular, A. SYMONS, About 2nd Feb.

FOR MARSEILLES AND LONDON, G. W. GORDON, R.N.R., About 5th Feb.

PASSENGER SEASON, 1901.

S. S. PLANSY, 7240 Tons, March 30th. MARSEILLES and LONDON (Direct). S. S. SORRAUN, 7382 Tons, April 27th. Without Transshipment. For Freight only.

For Freight or passage, and further Particulars, apply to A. M. MARSHALL, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, January 19, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADE, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates: HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 23rd January. HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 6th February. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 6th March. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 20th March. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 3rd April. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 17th April. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 1st May. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 15th May. KLAUSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 29th May. KLAUSCHOU (HAMBURG-AMERIKA LINE) THURSDAY, 13th June. KLAUSCHOU (HAMBURG-AMERIKA LINE) THURSDAY, 27th June. KLAUSCHOU (HAMBURG-AMERIKA LINE) THURSDAY, 11th July.

ON WEDNESDAY, the 23rd day of January, 1901, at Noon, the S. S. PHUEN, SEN, of the Norddeutscher Lloyd, Captain E. PHUEN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at SINGAPORE and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 21st January, and will be received on board until 5 p.m. on Tuesday, the 22nd January, and will be received at the Agency's Office until Noon on Tuesday, the 22nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Laid on at Amsterdam.

For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents.

CHINA NAVIGATION CO., LIMITED.

FOR LONDON, &c., Peninsular, T. LEIGH, Noon, 2nd Feb. SHANGHAI, Peninsular, A. SYMONS, About 2nd Feb.

FOR MARSEILLES AND LONDON, G. W. GORDON, R.N.R., About 5th Feb.

FOR LONDON, &c., Peninsular, T. LEIGH, Noon, 2nd Feb. SHANGHAI, Peninsular, A. SYMONS, About 2nd Feb.

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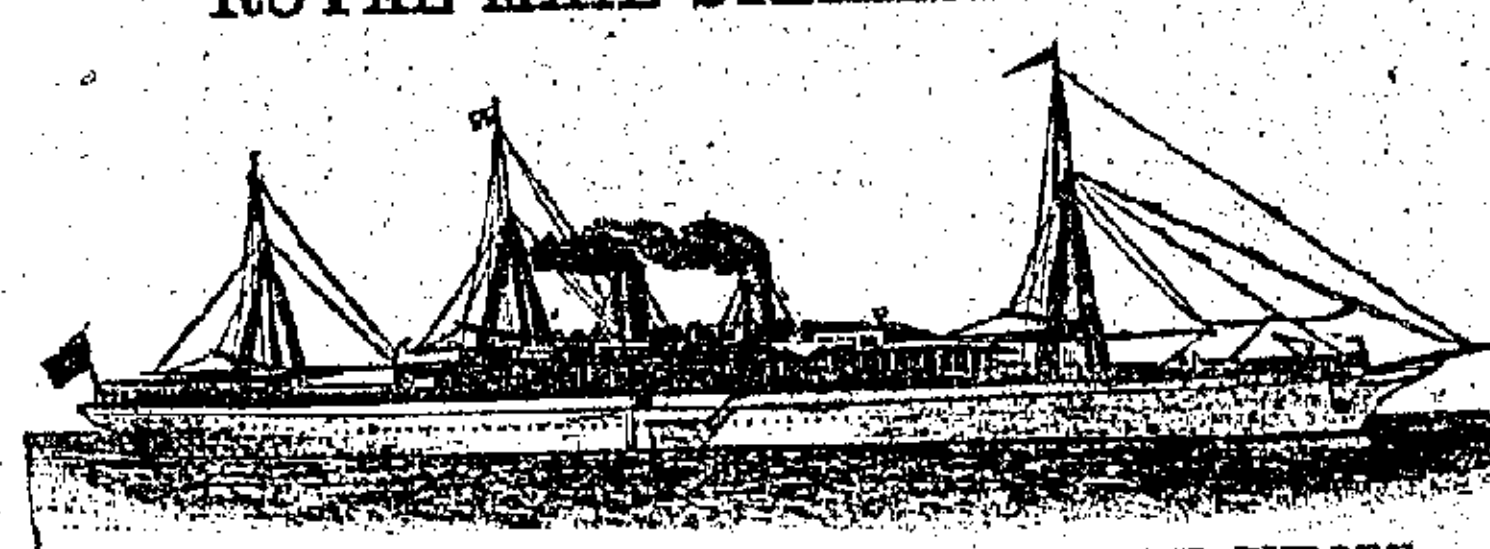
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FOR MARSEILLES AND LONDON, G. W. GORDON, R.N.R., About 5th Feb.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 13th Feb. 1901. EMPRESS OF JAPAN, Comdr. H. PYLES, R.N.R., WEDNESDAY, 13th Mar. 1901. EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 3rd April 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-PACIFIC JOURNIES, and the connection at Vancouver with the PALATIAL TRAINS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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